





## Today's Advertisements.

Under the distinguished patronage of  
H.E. Sir WILLIAM ROBINSON, G.C.M.G.,  
H.E. Admiral Sir ALFRED DRAKE, K.C.B.,  
H.E. Major-General WILSON BLACK, C.B.,  
His Honour Sir JOHN W. CARRINGTON, C.M.G.,  
and  
Commodore SWINTON, C. HOLLAND, R.N., A.D.C.

### AN OPEN-AIR FETE.

will take place on  
SATURDAY, the 27th November, 1897,  
from 3-6 and 9-11  
In the Grounds at GOVERNMENT HOUSE.  
(Kindly lent by H. E. the Governor).  
In aid of *Winter Relief* amongst the poor in the  
East End of London.

The Wards of the Hongkong Regt. and the  
West York Regt. will (by kind permission)  
play during the AFTERNOON and EVENING.  
SHORT CONCERTS. CHRISTY MINSTRELS.  
MAY POIN DANCE. SKIT DANCE.  
TERMINING AT AUNT SALLY.  
COCONUTS.

A FINE ART GALLERY.  
JAPANESE STALL. REFRESHMENT STALL.  
FANCY STALL.

Admission 5s. (Children half price). Tickets  
from Messrs. KELLY AND WALSH, one of the  
Ladies of the Committee, or the Hon. Treas.  
Rev. R. F. COBOLD.  
Hongkong, 22nd November, 1897. [1749]

### HONGKONG RIFLE ASSOCIATION.

THERE will be a MEETING of the MEM-  
BERS of the ASSOCIATION in the  
MUSIC ROOM, CITY HALL, on WEDNESDAY,  
the 24th instant, at 5.30 P.M.  
A. CHAPMAN,  
Acting Hon. Sec.  
Hongkong, 22nd November, 1897. [1754]

### CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEILIN,"

Captain Harris, will be despatched as above

TO-MORROW, the 23rd instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.  
Hongkong, 22nd November, 1897. [1720]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Milroy, will be despatched for the

above Ports on WEDNESDAY, the 24th instant,

At Daylight.

For Freight or Passage apply to

DOUGLAS LAIR & Co.,

General Managers.  
Hongkong, 22nd November, 1897. [1747]

### CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HUPHE,"

Captain Gwill, will be despatched as above

on THURSDAY, the 25th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.  
Hongkong, 22nd November, 1897. [1748]

### OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARFEDON,"

Captain Grier, will be despatched as above

on FRIDAY, the 26th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.  
Hongkong, 22nd November, 1897. [1722]

### OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above

on WEDNESDAY, the 24th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.  
Hongkong, 22nd November, 1897. [1723]

### DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

ABRATED WATERS.

SIMPLY ABRATED WATER.

SODA WATER.

LIMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly

qualified English Chemist and will bear com-

parison with the best English Manufacture.

Special terms to HOTELS, CLUBS, RESTAURANTS

and other Large Consumers.

Any complaints should be addressed to the

Manager.  
Hongkong, 1st March, 1897. [1716]

## Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

### WINES & SPIRITS.

ALL these are selected by our London  
House, bought direct at first hand, imported in  
wood and bottled by ourselves, thus saving all  
intermediate profits, and enabling us to supply  
the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

PORT after removal should be rested a month

before use. When required for drinking at

once it should be ordered to be decanted at

the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner

Wines of very superior Vintage. All are

pure Xeres Wines.

CLARET—Our Claret, including the lowest

priced, are guaranteed to be the genuine

product of the juice of the grape and are

not artificially made from raisins and

currants, as is generally the case with Cheap

Wines.

BRANDY—All our Brandy is guaranteed to

be pure Cognac, the difference in price

being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent

quality and of greater age than most brands

in the market. The SCOTCH WHISKY

marked "A" is universally popular, and is

pronounced by the best local connoisseurs

to be superior to any other brand in the

Hongkong market.

We only guarantee our Wines and Spirits to

be genuine when bought direct from us in the

Colony or from our authorised Agents at the

Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 28th October, 1897. [6]

### DEATH.

At Shanghai, on the 15th of November, 1897,

WILLIAM FARQUHAR, late Chief Engineer at

Pakhoi, native of Greenock, Scotland, aged 30

years.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 22, 1897.

### CIVIL SERVICE SALARIES.

At to-day's Council meeting, a report

was presented, in which Sir J. CARRINGTON

and Messrs. CHARTER and JACKSON recom-

mended certain increases in salaries of

civil servants, and duly recognised that

the increases would at once lead to further

applications equally reasonable; while

Mr. WHITEHEAD, who with the other

gentlemen named had been on a committee

to inquire into these applications, pre-

sented a report in which he admitted the

fact that the Colony could not afford to grant

them. We regret that lack of space

prevents us from dealing with these

reports fully to-day.

### JAPAN AND SIAM.

A few days ago we received a call from

Dr. T. MASAO, who is described by a

Bangkok paper as "Japanese adviser to

the Siamese Government," and who is now

on his way from Tokio to Siam. He is a

young and clever barrister-at-law, LL.D.

of Yale University, and after being many

years in America has been recently on the

staff of the *Japan Times*, Tokio. It is

correspondent of that paper that he goes

to Bangkok, and though it is understood

that the Siamese Government expressed a

desire to obtain the assistance of some un-

official Japanese on certain points, and

that Dr. Masao will do his best to supply

the want, it is not correct to say that he is

retained by the Siamese Government. An

attempt was recently made to arrange a

treaty between Siam and Japan, but the

question of jurisdiction blocks the way.

Siam is willing, like all the Powers

of Europe, to dispense with extra-ter-

ritorial jurisdiction in Japan, if the same

concession is made on the other side. On

the other hand, Japan objects to entrusting

her subjects to Siamese judges, and holds

out for consular courts of her own, as

and is now far out of danger of sharing

the fate of Madagascar, Hawaii, Samoa,

or any other unlucky island-empire. Siam

is not out of danger; only four years ago

she lost half her birthright, though she

had not burnt anybody's legation as the

Japanese used to do; and she is daily

threatened with total extinction by the

French press. For instance, the *Exposi-*

*tion Universelle* recounts how King

CHULALONGKORN's father "aimait beaucoup

la France," while the *Mohing* declares

that "we shall never have anything but

villains from these miserable Siamese

ill will bring them under the tricolor."

So, if Siam is to emerge into the full

beauty and strength of a modern inde-

pendent state like Japan, there is no time

to lose; she must qualify for admission into

the comity of nations without delay, or

perish. In order to avoid constant causes

of quarrel, she must establish law and

order in her own dominions, in a manner

passably satisfactory to the aliens who

have dealings there. She must manage

to modernise her ancient laws and courts

of law; and Japan is the only exemplar

suitable. A great deal has been said in

praise of the Japanese codes; there are of

course many defects of detail, as in any

code under the sun, but as a modern code

for an Oriental civilisation it is a highly

credible production. No complete trans-

lation of it has yet appeared, we believe;

Dr. Masao, an excellent English scholar,

a capable lawyer, a Japanese of the best

modern type, and a journalist with a wide

general knowledge of affairs, ought to be

exceptionally well qualified to aid Siam in

an unofficial position. He is, moreover,

what Siam sorely needs—a thoroughly

honest and disinterested gentleman,

quiet and unassuming, one of the

best men in the world to indulge in the

intriguing and duplicity so rampant in

Siam. As a mere newspaper correspond-

ent he goes to Bangkok; while there, if

his advice and experience are wanted, he

may be relied on to do all he can, frankly

and willingly, and if men of his sort are

not appreciated, he will attend to his own

duties contentedly and let Siam work out

her own destinies. Japan has no axe to

grind in that country; Dr. Masao has no

political ends to serve, nor is he likely to

play into the hands of other countries.

Dislike and suspicion cannot reasonably

be entertained towards him, and if any

one could assist Siam to walk in the foot-

steps of Japan it is Dr. MASAO.

### REUTER'S MESSAGES.

GERMANY AND CHINA.

LONDON, November 19th.

The semi-official *Pott* of Berlin states that

whatever China's reply may be, the German

force will remain at Kiaochow for a consid-

erable time, and winter barracks will be built.

AUSTRIA AND TURKEY.

The statesman that Turkey has complied with

the ultimatum.

THE NORTH CHINA DAILY NEWS says that an

attempts to stir up the spirit of a mob of stone-

throwers against the district magistrate of Ningpo

was frustrated on the 19th instant by the promp-

titude and courage of that official himself. It

appears that he had caused the imprisonment of

ten stone-throwers for disturbing the peace a few

days previously which the members of the crew,

who have the name of being the most pugnacious

and disorderly of any handiwork in Ningpo,

thought to be unjustifiable. On the day above

mentioned over two hundred men gathered at the

gates and loudly demanded the release of

the prisoners. The district magistrate, who

upon no notice being taken of their conduct,

then rushed up to the great hall, where the

magistrate usually sits, and attempted to

smash the judges' table on the grounds that

it had been dishonoured by the magistrate's

unrighteous decision in their comrades' case.

Just then, however, the magistrate, Mr. Pih,

himself appeared on the scene and in a loud

voice ordered his runners to close the gates

of the *yamen* and then arrest those of the

mob who were in the courtyard. As soon as

this order was given the more than hundred

rioters made a dash for liberty, but

before seventeen of them had been arrested

the magistrate then took his place at the



## LEGAL INTELLIGENCE.

## SUPREME COURT.

## IN APPELLATE JURISDICTION.

(Before their Lordships Sir J. W. Carrington, Kt., C.M.G. Chief Justice and Mr. A. G. Wise (Puisne Judge).)

November 22nd.

## LEAVE TO APPEAL.

Chee Lun, appellant, and the Hongkong and Kowloon Wharf and Godown Co. respondents.

This was a matter that was before the court on the 15th inst., when Mr. J. Francis, Q.C. (instructed by Mr. Brutton), appeared for the appellant to appeal against the judgment of the Full Bench in a case in which the appellant claimed \$781.76 from the respondents and in which judgment was given in favour of the respondents on the 2nd inst. The case was adjourned till to-day to enable appellant to give the other side notice of the motion. Mr. M. W. Slade (instructed by Mr. Lockyer) appeared to-day for the respondent Company.

Mr. Slade said that before the court considered the case, he had two preliminary objections to make to the notice of motion. In the first place the notice was not in proper form as it simply set forth to appeal on a question of law. Their Lordships had laid down more than once recently that the grounds of a notice of motion must be stated in full. Here the general terms asked for leave to appeal were stated, but no specific grounds were given. The notice was not in proper form as it simply set forth to appeal on a question of law. Their Lordships had laid down more than once recently that the grounds of a notice of motion must be stated in full. Here the general terms asked for leave to appeal were stated, but no specific grounds were given. The notice was not in proper form as it simply set forth to appeal on a question of law. Their Lordships had laid down more than once recently that the grounds of a notice of motion must be stated in full. Here the general terms asked for leave to appeal were stated, but no specific grounds were given.

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by that time the Registrar will communicate with the Court.

The Court then adjourned till 2 p.m.

On the Court resuming the Chief Justice said:—In this case Mr. Slade, on behalf of the respondents, took two objections to the notice of motion. The first was that the notice of motion was defective in that it did not set forth the points of law on which leave to appeal was asked. With regard to that I think that the objection cannot prevail. Then, the second objection was that the motion for the application was out of time in that it was made on the 15th November, whereas the judgment of the court below was pronounced on the 2nd of November. Mr. Slade agreed that the filing of the notice of motion which took place on the 9th of November was not an application within the meaning of Section 41 of the Supreme Court Summary Jurisdiction Ordinance of 1873. In support of that he referred to a case in this Court in 1893 and said that, in that case the point was ruled in the way he suggested, that is to say, that the application must be made to the Full Court. We have referred to the proceedings of the case. It is the case of *Yuen Kan v. Yik Sam* and another, No. 1023 of 1893 in the Summary Court. In that case judgment was delivered by Justice Wise on 6th October, 1893. The notice of motion for leave to appeal was filed on the 9th of October, and the day fixed for the making of the application on that notice of motion to the Full Court was the 8th November, 1893. On the 8th November the case came on before the Full Court, Mr. Pollock appearing for the appellant.

The Chief Justice's notes of the proceedings are the following:—"Motion for leave to appeal from the judgment of the Full Court in the case of *Yuen Kan v. Yik Sam* and another, No. 1023 of 1893 in the Summary Court. It was extended to make application till to-day. It will be seen that this was the bringing of the *ex parte* motion for leave to appeal and the Court intimated apparently that the motion was out of time and extended it to that time to make the application on that day, that is, 8th of November. The notes of the learned judges leave it vague as to how that intimation came to be made. In order to clear up that uncertainty we have referred to November, 1893, and found there that the Chief Justice stated that there had been an impression that the filing of the motion was within the meaning of Section 41 and the practice must be that the application must be made to the Full Court within seven days. Then he proceeds to say that that having been the impression the Court would extend the time, that is to say, somewhat over a month after judgment was pronounced. It was apparently different without any argument, but it is competent for a court to extend its opinion upon the construction to be placed on the point and that was done by the Court in this case. We are inclined to think that we should be bound by that interpretation. We therefore think that the objection of Mr. Slade was well founded and that the present motion cannot be entertained. The motion was dismissed with costs.

Mr. Francis said that the Court having ruled in this case so recently as 1893, he could not grant it.

Mr. Francis said his Lordship should make enquiries as to what had been done since that time. He asked his Lordship to allow the questions to be argued before the Full Court. He thought that if the ruling was not sustainable and had not been followed it was certainly open for reconsideration by the Full Court. He pointed out that the Full Court was never sitting and when the application was made it had to be made to the judges to fix a day.

The Chief Justice said that it was a matter of inconvenience and that would govern the construction. They thought that there would not be any use in arguing and dismissing the motion with costs.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

## OBJECTS OF THE NAVY LEAGUE.

To the Editors of the "Hongkong Telegraph."

DEAR SIR,—Inasmuch as some uncertainty appears to exist as to the aims and objects of the Navy League, I am writing to you to set before the public through the press what the main objects of the Navy League are.

These objects may be defined as follows:—(1) To educate people to an appreciation of our big commercial interests, our large mercantile marine, and our immense vulnerable assets in the shape of Colonies and Possessions.

(2) To spread information showing the vital importance to the British Empire of maintaining the Naval Supremacy of Great Britain, because our trade, empire, and national existence depend mainly upon it.

(3) To call attention to the enormous demands which war would make upon the Navy and to the fact that our commerce can be regarded only by a supremely powerful and well-manned Navy which will be able to assert and maintain the command of the sea.

(4) To convince every tax-payer and every politician that judicious expenditure upon the Navy is, for the nation, only the ordinary insurance which no prudent person grudges in private affairs. (In connection with this point, a comparison was drawn in the Navy League Journal for April, 1896 between the Naval expenditure for 1895 of Great Britain and the Naval expenditure of the four following European powers, namely, France, Russia, Germany, and Italy; and the article upon this subject concludes as follows:—"The total Ocean or Seaborne Commerce of the four European Powers above named is as 58 to 100 of British Commerce; their Shipping or mercantile marine tonnage is only as 35 to 100 of British; while their Naval expenditure is as 120 to 100 of ours; and the total of their Naval expenditure per ton of Shipping owned by them is as 160 to 100 of British expenditure on Navy as compared with our Shipping.")

(5) To call attention from time to time to such general measures as may appear to be requisite to secure adequate preparation for the maritime defence of the Empire.

(6) To insist that the question of the Navy is above and beyond all considerations of party politics, that a sudden increase of naval strength is the essence of national security, and the only safeguard against ruinous and disastrous wars.

(7) By inculcating and strenuously upholding the principles of a grand national policy based upon sea power, to bind together the scattered members of the Empire into one great whole, united in interest and patriotism.

I am, dear Sir, Yours faithfully,

HENRY E. POLLOCK, Hon. Secretary, Navy League, Hongkong Branch, 18, Bank Buildings.

P.S.—I take this opportunity of forwarding to you a copy of the report and statement of accounts which will be submitted to the Members and Associates of the Hongkong branch of the Navy League at the Annual General Meeting to be held in the City Hall on the 2nd inst.

H. E. P.

## THE NAVY LEAGUE, HONGKONG BRANCH.

The following is a brief summary of the various subjects which have engaged the attention of the Committee of the Hongkong branch of the Navy League during the past twelve months.

1.—In consequence of an apprehension which was entertained at the beginning of this year that there was going to be a reduction made in the Navy Estimates submitted to the British Parliament in March, a petition against any such reduction was circulated by this branch and was extensively signed in Hongkong and some of the neighbouring ports.

2.—Following on the lines of the example set by the Head Branch of the Navy League, prizes to the value of \$40 for the best essays on the "Command of the Sea" and "The Use of the British Navy" were offered by this branch for competition in each of the four following institutions, namely:—the Queen's College, the Victoria English School, the St. Joseph's English College, and the Diocesan Home.

3.—The subject of the unfortunate increase of Contagious Disease in this Colony has been considered and the Head Branch of the League has recently brought the matter to the notice of the proper authorities at home. This question is a very difficult one to deal with but the trial of some remedial measures appears to be urgently necessary.

4.—This branch has also been pressing upon the attention of the Head Office the desirability of a stronger British Fleet being kept upon the China Station.

(In connection with this same point a very interesting letter, and an oil painting showing the commercial importance of Hongkong were received from Mr. Claude Ley Kum, an associate of this branch, and were forwarded at his request to the Head Branch of the League in London.)

Amongst the important events of the year may be mentioned:—(i) The unconditional presentation by the Cape Government to the Mother Country of a battleship.

(ii) The vote of a sum of £575,500 by the British Parliament for Dockyard Extension in Hongkong.

(iii) The movement in Canada towards trade reciprocity with Great Britain.

(iv) The Jubilee Naval Review at Spithead.

(v) The concession of certain privileges, which had been specially asked for by this branch of the Navy League, namely, the right for men desiring to join the Royal Naval Reserve to enrol themselves locally in Hongkong, and the right for Royal Naval Reserve men to be paid their retainers in Hongkong.

(vi) The starting of a branch of the Navy League at Chinkiang.

HENRY E. POLLOCK, Hon. Secretary, Hongkong, 30th September, 1897.

## HOW BRITISH SHIPOWNERS DESTROY BRITISH TRADE.

The merchants who complain about the gradual ousting of British manufactures by those of Germany and Belgium would do well to note that a great deal of the influence at work is not such as can be met by legislation nor by commercial missions, and is quite distinct from the shortcomings or inoppressiveness of the manufacturers. The principal factor is the differential scale of freights imposed by the British shipowners, who put an almost prohibitive tariff on freights from British ports, even in vessels which load on both sides of the North Sea for each voyage. A report on the subject, furnished by Mr. Stuart, the Registrar of Imports and Exports at Singapore, and forwarded to Mr. Chamberlain by Sir C. Mitchell, includes the following:—

There has been a growing increase in the tonnage from these ports, and freights all round are from 3 to 50 per cent. cheaper. British lines of steamers take consignments of Straits produce to the Continent, and after discharging a portion, fill up with German and Belgian goods for the East to London, Glasgow, and other ports.

They discharge the remainder of their produce and take goods for Eastern ports at rates as much in excess of those charged in Belgium and Germany as have indicated. At certain provincial British ports, on the other hand, British merchandise is sent to Hamburg and other ports to be transhipped there into German vessels for the Far East. These drawbacks to British trade must be well understood at home, where, however, the extent of the injury to British interests cannot be altogether estimated. It is very difficult to get much direct evidence of the enormous results thus caused to British trade, though in heavy goods, where a drawback is reckoned for freights, and in which there are classes where prices are very finely divided, the consequences are so largely prejudicial. A very direct case in light weight goods charged by measure—ment has been brought to my notice. A certain English firm having connections in Hongkong and China imports a class of goods by British vessels from a continental port, the rates of freight for which are quoted 2½ marks per cwt. Singapore-Hongkong optional; from London, the rates are 35s. 6d. per ton for Singapore, and 42s. 6d. per ton for Hongkong, with 5 per cent. discount in each case; owing to heavier cargo does and freights, the importers find that it is advisable to pay 2½ marks more to a foreign manufacturer for an article which could be bought in London at a sum less by that amount.

There is a very keen competition between British and German goods, and I find that very recently while the 35s. 6d. rate was the rate for this class of goods from Hamburg, etc., was quoted from London. It is admitted that 22s. 6d. is an exceptionally low rate, but the difference is still conspicuous. Some time ago there were large imports of British goods from Hamburg, the British merchant evidently finding it cheaper to send goods in this indirect way.

In other memoranda drawn up by him Mr. Stuart writes:—

I may be presumed on my part to indicate what I believe will be found to largely lie at the root of the whole question—viz., the direct control of railways and docks by Government to be worked primarily in the interests of British trade, the making it impossible for British Shipping Syndicates to carry foreign goods lower rates than British, the extension of systematic and liberal support to schemes for technical education and the advancement of chemical science. These are questions which, I think, must first be satisfactorily solved before any attempts are made to establish preferential tariffs or to interfere with the freedom of trade.

The largely increased tonnage entering and clearing at Antwerp, while it is no doubt partly due to increased trade, may be largely caused owing to the cheapness of port dues, with the proximity of Dutch and German ports, so that vessels may be tempted to call on routes even for small shipments. Just as vessels frequently clear from Glasgow, calling at Liverpool to fill up, so it may be that ships, calling at Hamburg, Antwerp, and Rotterdam, call at Antwerp to fill up, however, no authority for such a supposition.

## TAIKOO BICYCLE TOURNAMENT.

There was a large attendance at the Taikoo Club's grounds on Saturday afternoon when the first bicycle tournament of the Club took place. The track has recently been relaid and other improvements effected, and the general appearance of the grounds was very much admired. A good deal of interest was shown in the various events and the Club is to be congratulated on the very successful result of their efforts. The following are the results of the various events:—

ONE MILE RACE (Handicap).—Two Prizes. Start in Saddle.

FIRST HEAT.

C. Kinnick (110 yards) ..... 1  
A. McKirdy (scratch) ..... 2  
F. H. Kew (155 yards) ..... 3  
A. Cameron (215 yards) ..... 4

SECOND HEAT.

Tao Wing Yan (100 yards) ..... 1  
J. M. Rosa Pereira (150 yards) ..... 2  
R. Henderson (175 yards) ..... 3  
J. V. Jorge (215 yards) ..... 4

FINAL.

C. Kinnick ..... 1  
J. M. Rosa Pereira ..... 2  
Time 2 mins. 4½ secs.

ONE MILE RACE, Veterans (Handicap).—One Prize. Start in Saddle.

J. Blake ..... 1  
A. Rodgers ..... 2  
W. R. Pereira ..... 3

THREE MILE RACE (Handicap).—Two Prizes. Start in Saddle.

T. McK (500 yards) ..... 1  
A. McKirdy (scratch) ..... 2  
C. Kinnick (300 yards) ..... 3  
R. Henderson, J. V. Jorge, and T. Shand also ran. Time 7 mins. 10 secs.

LADIES' RACE. Three Laps (810 yards).

Miss Pereira ..... 1  
Miss Silva Netto ..... 2  
Mrs. Gaudes ..... 3

FIVE MILE RACE (Handicap).—Two Prizes. Start in Saddle.

T. McK (1,000 yards) ..... 1  
C. Kinnick (500 yards) ..... 2  
A. McKirdy (scratch) ..... 3  
J. V. Jorge (1,125 yards) ..... 4

PROFESSOR VAMBERG ON THE FRONTIER RISING.

Professor Arminius Vamberg has an article in the *Farther Lloyd* on the risings on the Indian frontier. The professor considers that the actual circumstances of the case do not justify the attempt of the Continental Press to trace connection between the troubles in India and England's present attitude in relation to the peace negotiations. After reviewing the circumstances which compelled the English to occupy certain points and districts beyond the former north-western frontier, he proceeds as follows:—

"Whoever is with the tribes of these barren and rocky regions—tribes whose favourite occupations are war, plundering, and murder, who have never known regular government and never submitted to it—will easily understand that isolated military posts are not sufficient to guard these habitual robbers from the subjects of the Empress of India. Such changes cannot be made in a moment anywhere, least of all in old Yagistan, where a love of fighting is united to unconquerable religious fanaticism, and where the Akhund of Swat's struggles are still distinctly remembered. For the matter of that, the present intimation did not come so suddenly as is generally assumed. For many years frontier wars and frontier disturbances have been every-day occurrences in India. There are a sort of schools for the soldier, and it is well-nigh impossible to conceive how a connection can be found between the love of plundering among the frontier tribes and the difficulties experienced by our Ambassadors at Tophane Kiosk. The wish is father to the thought. England's obstinacy in regard to the conclusion of peace between Turkey and Greece may well be unpleasant to many people, but the discovery of a connection between two events which are so far apart is a mere political combination. 'All is not gold that glitters,' the British India can say. This terrible and dangerous conflict will not be put down, and though bold political speculators may have mixed up the Sultan and the Amir of Afghanistan with this affair, I venture to express the opinion that the possibility of such a connection is excluded at the present moment. The Amir will link twice before beginning a war with England, which has long been his subsidies and aids him in the work of civilisation. He does not overflow with love for the English, but he has less fond of the Russian. He thinks, as the Turkish proverb says, 'black dog, white dog, both are dogs.' Honour to his teacher, the Russians, who make the English, desire to the Russians, who make a stage of their southward march, as he believes thinks; and, therefore, he is sure, for a long time to come, to prefer the Leopard to the Bear. He is certain not to be sorry for England's difficulties; but he is not likely openly to support her adversaries. As to the Sultan, there is no matter of doubt that the success of the Turkish arms has caused the most extraordinary enthusiasm in Mohammedan Hindustan. The victories have been celebrated here and there, and the breadth of India by passages, Hindustan, thanksgivings, festivals, and music. The Sultan's Pan-Islamic ideas are no fiction, in whose ever knows Yildiz Kiosk must often have met there pious travellers who have travelled in China, Java, India, Afghanistan, Turkistan, in order rightly to interpret the Koran verses which say that 'All the Faithful are brethren.' The Sultan's endeavours are comprehensible, for the oppressed nations seek for means of liberation, but they have by no means reached a stage which would admit of their being actively 'united.' Least of all can there be any talk of Pan-Islamic tendencies on the north-western frontier territory of India; and when certain anti-English papers, on account of the strength of the ties between the Muslims and the worshippers of Vishnu, prophesy the certain downfall of Albion, they are quite on the wrong scent. The great majority of the Hindus are grateful to the English for the manifold blessings which they have bestowed upon their country, and it is to be hoped that for long times to come there will be no such thing as the end of British rule in India. It would be the greatest misfortune that could happen to our culture in Asia."

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of *Corynebacterium, Bronchitis, and General Debility*, than any other remedy known to medical science. Read the following:—

"I have prescribed Scott's Emulsion and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be taken by almost any one, especially where Cod Liver Oil itself cannot be borne."—MARTIN HENRY, M.D., F.R.C.S., Surgeon, St. James's, London. Any Chemist can supply it. Sole Importers, Messrs. J. & A. Scott, Ltd., 1, Abchurch Lane, London, E.C. 4.

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## NOT AND A.

## CALENDAR.

Meteorological means based on ten years' observations to 1895.

Barometer ..... 30.115  
Thermometer ..... 69.0  
Humidity ..... 65.0  
Rainfall ..... 0.81

## TO-DAY.

Barometer ..... 30.18  
Thermometer ..... 71  
Humidity ..... 63  
Rainfall ..... 0.39

## TO-DAY.

Monday, 22nd November, 1897.  
(St. Cecilia, Virgin and Martyr)  
Chinese—23rd of 10th moon of 23rd year of Kwong-si.

Jewish—27th Heshvan, 5658.  
Mohammedan—26th Jumada II, 1316.  
Sun—Rises ..... 6.19 a.m.  
Sets ..... 5.15 p.m.  
High water—Morning ..... 7.12 a.m.  
Evening ..... 7.12 p.m.  
Low water—Morning ..... 1.12 a.m.  
Evening ..... 1.12 p.m.

ANNIVERSARIES.  
1835—Great fire at Canton; 1,400 houses destroyed.  
1877—Bomber explosion on the s.s. *Yatsu* in Hongkong harbour; 86 lives lost.  
1879—John P. Delane, editor of the *Times*, died.  
1894—Armed robbery in Winkler St.; two Chinese shot.

## TO-MORROW.

Tuesday, 23rd November, 1897.  
(St. Clement)  
Chinese—24th of 10th moon of 23rd year of Kwong-si.

Jewish—28th Heshvan, 5658.  
Mohammedan—27th Jumada II, 1316.  
Sun—Rises ..... 6.19 a.m.  
Sets ..... 5.15 p.m.  
High water—Morning ..... 7.12 a.m.  
Evening ..... 7.12 p.m.  
Low water—Morning ..... 1.12 a.m.  
Evening ..... 1.12 p.m.

ANNIVERSARIES.  
1872—Death of Sir John Bowring, ex-Governor of Hongkong.  
1881—Arrival of the Princess Albert Victor and George of Wales at Wootton.  
1890—Death of the King of the Netherlands.  
1893—The American barque *Essex* lost in the Gulf of Peccoli.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OMI MARU.....	SUNDEY and MELBOURNE, via THURSDAY ISLAND, TOWNVILLE and BRISBANE.	FRIDAY, 26th November, at 4 P.M.
KANAGAWA MARU.....	MARSHALLS, LONDON and ANTWERP, via STRAITS (Transshipping Cargo for Java Ports), COLOMBO and PORT SAID.	FRIDAY, 27th November, at 4 P.M.
HIROSHIMA MARU.....	BOMBAY, via SINGAPORE (Transshipping Cargo for Java Ports), and COLOMBO.	TUESDAY, 30th November, at Noon.
KINSHU MARU.....	SEATTLE, WAH, U.S.A., via KOBE and YOKOHAMA.	THURSDAY, 2nd December, at Noon.
YAMASHIRO MARU.....	NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 20th December, at 4 P.M.
YAMAGUCHI MARU.....	KOBE and YOKOHAMA.	THURSDAY, 23rd December, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7 Praya Central.

A. S. MIHARA.  
Manager.

Hongkong, 22nd November, 1897.

## WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin habits and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

## Scott's Emulsion

is above all other remedies in giving vitality. It is a food which whether the emaciated person is in babyhood or in old age, when food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tenderness. As a tonic.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## JUST UNPACKED.

TOM SMITH'S XMAS BON-BONS.

FRENCH SWEETS OF VARIETIES FROM WELL KNOWN MAKERS.

CALLARD AND BOWERS ASSORTED TOFFEES AND BUTTERSCOTCH.

Also

Xmas Plum Pudding and Cakes; mixed Peels; Barcelona and Brazil Nuts, Soft Shell Almonds, Raisins and Currants, &amp;c., &amp;c., &amp;c.

H. RUTTONJEE,

13, D'Aguiar Street, Hongkong,

and 18 &amp; 19, Elgin Road, Kowloon, Hongkong, 10th November, 1897.

## THE LEADING CATERERS.

COMPARE OUR

MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897.

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Office:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines, Onomura Coal Mines, Kanagawa Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagafuchi Cotton Spinning Mill, Japan, The Milke Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Cloth Factory, Hongkong, 11th December, 1897.

## To be Let.

TO LET.

"CREGGAN," THE PEAK—Furnished, from 1st November.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 27th October, 1897.

TO LET.

NO. 4, QUEEN'S ROAD CENTRAL (at present occupied by The Bank of China and Japan, Limited). Possession from 1st January, 1898.

Apply to TANG CHEUK HING, Comptroller to the MITSUI BUSSAN KAISHA, No. 6, Ice House Street, Hongkong, 27th October, 1897.

TO LET.

HOUSE in BELILIOS TERRACE, GROUND FLOOR GODOWN in DUNDALK STREET.

Apply to BELILIOS &amp; Co., Hongkong, 29th October, 1897.

TO LET.

D'WELLING HOUSES:—BAHAR LODGE—at the PEAK, HOUSES in RYON TERRACE, FLOORS in STANTON and ELGIN STREETS, GODOWNS in BLUE BUILDINGS, GODOWNS, PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 29th October, 1897.

## Shipping.

## STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE THE Company's Steamship

"TRIESTE," Captain A. Mihl, will leave for the above places TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to SANDER & Co. Agents.

Hongkong, 22nd November, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Chartered Steamship

"NANYANG," Captain Lehman, will be despatched for the above Ports TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIC & Co., General Managers.

Hongkong, 22nd November, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"CHELVIRA," Captain J. T. Davies, will be despatched at above TO-MORROW, the 23rd instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHEW & Co., General Managers.

Hongkong, 22nd November, 1897.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"FALLOON HALL," Captain Wm. J. Wells, will be despatched at above ON SATURDAY, the 27th instant, at Noon.

To be followed by the S.S. "FERNFIELD" on or about 5th Dec. S.S. "YARROWDALE" on or about 15th Dec. S.S. "HANSEAT" on or about 10th Jan., 1898. S.S. "LYDERH" on or about 15th Jan., 1898. S.S. "ORWELL" on or about 15th Feb., 1898.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 19th November, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO CALCUTTA (DIRECT). THE Company's Steamship

"MORAVIA," Captain E. Mezzoli, will be despatched at above ON SATURDAY, the 27th instant, P.M.

For information as to Passage and Freight apply to SANDER & Co., Agents.

Hongkong, 19th November, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANON, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"VI DOBONA," Captain C. Andrich, will be despatched at above ON SATURDAY, the 27th instant, P.M.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER &amp; Co., Agents.

Hongkong, 19th November, 1897.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AIRLIE," Captain Ellis, will be despatched for the above Ports on THURSDAY, the 2nd December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 19th November, 1897.

## SAILING VESSEL.

FOR BALTIMORE.

THE American Bark

"ST. KATHERINE," McIntosh, Master, shortly expected here from Shanghai, will load here for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th November, 1897.

FOR NEW YORK.

THE 315 A.T. American ship

"ABNER COBURN," Captain M. L. Park, is loading here for the above port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 21st September, 1897.

FOR SAN FRANCISCO.

THE 100 A.T. American Ship

"NEW YORK," Peabody, Master, shortly expected here, will load for the above Port, and will have quick despatch.

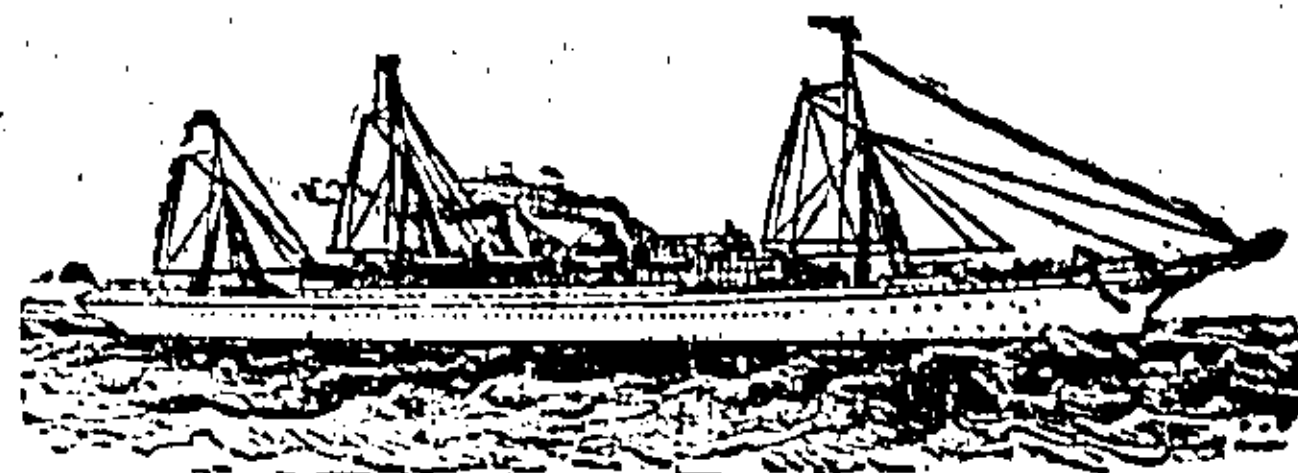
For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 21st September, 1897.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 24th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 19th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 1st September, 1897.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 7th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 18th Dec., at Noon.

Garlic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 15th Jan., at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 7th Dec., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMAN'S PATENT RED HAND BRAND,

HARTMAN'S GREY PAINT,

DAMLER'S PATENT MOTOR LAMPS,

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 12th Nov., 1897.

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,107 | J. Panten, R.N.R. | Nov. 30.

Olympia | 2,668 | J. Trevellick | Dec. 21.

Columbia | 2,605 | A. Gow | Jan. 22.

Tacoma | 2,549 | A. Dixon | Feb. 2.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Bratmar | 3,601 | E. Porter | Dec. 14.

Mogul | 3,654 | W. H. Wright | Jan. 4.

Pelican | 2,338 | A. G. G. | Dec. 21.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £43.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARILL & Co., General Agents.

Hongkong, 4th November, 1897.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"GANGES,"

Captain T. F. Creery, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 2nd Dec., at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. Calcutta, leaving that Port on the 25th December for London direct.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

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For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Batavia | 3,107 | J. Panten, R.N.R. | 7th Dec.

Praya Central | 2,668 | J. Trevellick | 14th Jan.

Praya Central | 2,605 | A. Gow |